

Today's
Advertisements.VICTORIA PRECEPTORY
AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, TONIGHT, the 28th inst. at 8.30 p.m. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 28th May, 1900. [664b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAILONG."

Captain Bathurst, will be despatched for the above Port, on WEDNESDAY, the 30th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAURIAK & Co., General Managers. Hongkong, 28th May, 1900. [662b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HANCHING."

Captain Hall, will be despatched for the above Ports, on THURSDAY, the 31st inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAURIAK & Co., General Managers. Hongkong, 28th May, 1900. [663b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR NAGASAKI AND MOI.

THE Company's Steamship

"GUINIEE."

Captain McArthur, will be despatched as above on THURSDAY, the 31st inst., at Noon.

The well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to GLIB, LIVINGSTON & Co., Agents. Hongkong, 28th May, 1900. [667b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROUILLE."

Captain Dickens, will be despatched as above on SATURDAY, the 2nd June, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th May, 1900. [651b]

THE OSAKA KIOSH KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSET MARU."

Captain H. Naitani, will be despatched for the above Ports, on SUNDAY, the 3rd June, at Daylight.

For Freight or Passage, apply to THE MITSUI BISSAN KAISHA, Agents. Hongkong, 28th May, 1900. [645]

CHINA NAVIGATION COMPANY, LIMITED.

FOR HONGKONG.

THE Company's Steamship

"NANSHANG."

Captain Finlayson, will be despatched as above on THURSDAY, the 31st June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th May, 1900. [663b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched as above on FRIDAY, the 8th June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th May, 1900. [694b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched on FRIDAY, the 8th June, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th May, 1900. [695b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).

THE Company's Steamship

"DIOMEN."

Captain Goodwin, will be despatched as above on WEDNESDAY, the 13th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th May, 1900. [660b]

Intimations.

EYE-SIGHT.

NOTICE.

I am continuing my Sight Testing Rooms in Hongkong at (W. BREWER & CO.) which during my ABSENCE will be in CHARGE of Mr. McIVER member Ph. Sy. A Register of all Glasses supplied my constituents in the Far East is kept here, and any kind of Ordinary or Special Lenses can be obtained. REPAIRS A SPECIALITY. Hongkong, 23rd May, 1900. [674b]

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841

CLARETS.

	Per Case	Per Bottle
B ST. ESTERRE, Red Capsule	\$ 6.06	7.56
C ST. JULIEN, Red Capsule	9.00	9.60
D LA ROSE, Red Capsule	12.06	13.92
CHATEAU HAUT BRION, LAR. RIVER	18.00	19.20
CHATEAU MOULIN D'ARMAIL, HAO	21.00	22.20
CHATEAU FINEST CARNET	25.00	—
CHATEAU LA TOUR CARNET	30.00	—
CHATEAU RAZAN	42.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAZAN and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and pure character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

To be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, MONDAY, MAY 28, 1900.

REUTER'S TELEGRAMS.

THE WAR.

THE WESTERN FRONTIER.

London, May 25th.

General Hunter's division has occupied Vyrburg, to which trains are now running. This town will be made the base of operations of the western column.

LAING'S NEK.

General Buller is posting guns round Laing's Nek, where a severe struggle is expected.

BOERS AT POLFONTEIN.

BRITISH NEAR THE VAAL RIVER.

London, May 26th.

Reuter's correspondent at Mafeking 20th inst., states that the Boers are entrenching Poffontein, ten miles to the East of Mafeking.

The Daily Telegraph correspondent at Treddefort 24th inst., says that the British outposts are now 26 miles from the Vaal River, and that Lord Roberts will doubtless cross on Sunday.

MORE TROOPS FOR SOUTH AFRICA.

Lord Lansdowne states in the House of Lords that 11,000 more troops were going to South Africa in June.

WEATHER REPORT.

The Observatory report says:—On the 27th at 11.55 a.m. barometric changes are slight. A depression, which seems to have left the N.E. coast of China during the night, is now moving Eastwards towards W. Japan. Gradients slight for S.W. winds in S. China. FORECAST:—Moderate S.W. winds; fair. On the 28th at 11.55 a.m. the depression is probably moving Eastwards across Japan. The barometer has risen on the E. coast of China, and remains almost steady in the South. Gradients slight for E. winds on the E. coast of China, and for S.W. winds on the S. coast. FORECAST:—Moderate S.W. to S. winds; fair.

LOCAL AND GENERAL.

In the 24 hours between noon of the 25th and noon of the 26th instant there were thirty fresh cases of plague and twenty-nine deaths.

The members of the Philippine Commission, recently appointed by President McKinley, arrived yesterday in the U.S. transport *Hancock*.

The young Siamese Princes arrived in Bangkok on the 14th inst., in charge of Mr. Carter, of King's College, Siam. We are glad to learn that Mr. James, who was unable to accompany his pupils owing to illness, is now much better.

We read in a Tokyo contemporary that the foreign employes of the Korean Government comprise 11 Japanese, 4 Americans, 3 English, 2 French, 2 Russians, 1 German, 1 Chinese and 1 Swiss. But although the Japanese have the numerical superiority, the positions they occupy are comparatively insignificant. Mr. Brown is, of course, the man of the moment. His power is very great. After the English, the Americans are most influential, but the French will receive a considerable access of power, from the contemplated employment of another of their nationals.

An injunction to restrain Hong Man Yuk and another, from using a trade-mark and label the registered property of Ng Lu Hing for medicinal Chinese wines was granted this morning by His Lordship Sir John Carrington, Kt., C.M.G., to Ng Lu Hing, Mr. J. J. Francis, Q.C., instructed by Messrs. Deacon and Hastings) appeared for the plaintiff and in making its application said, there were two suits pending concerning the matter. It would be some time before these could be decided as a commission to Amoy was applied for by the defendants. He therefore asked for an *ex parte* injunction to restrain defendants from using the trade-mark.

The Standard Oil Syndicate's big kerosene depot at Bayonne, New Jersey, went up in flames on the night of May 7th. The conflagration was tremendous, as there were millions of gallons of oil stored there, in bulk and in cases. The whole town of Bayonne was threatened, but fortunately escaped, and nothing except the oil depot, canning establishments were lost. The fire brigades could do nothing with the oil depot, and concentrated their efforts on checking the spread of the flames to other property. The blaze could be seen for many miles, and New Yorkers got a good view of it. Bayonne is a little town on the New Jersey side of the river, not far from New York. The oil depot was the principal thing in the town. The damage is over a million dollars.

According to intelligence transmitted telegraphically to the Minister of Communications in Tokyo in answer to enquiries formulated by him, the accident at the French Exhibition occurred in the Astronomical section, where a monster sphere has been constructed in such a manner that people can enter it, and observe the motions of the celestial bodies exactly as they take place in nature, with such modifications as are necessary to render them easily apparent. There is a circular stair leading to the sphere, whence a bird's eye view of the whole Exhibition and of a large part of the city of Paris can be obtained. The foot-bridge which collapsed seems to have been constructed with this ascent, but point is somewhat obscure. The telegram received by the Minister says that no Japanese were injured, and that the casualties were 9 killed and 10 wounded. These figures tally with those telegraphed to the French Legation in Tokyo, and are much smaller than the figures telegraphed by Reuter.

The Consular Report for the trade of Japan 1899 says:—German shipping enterprise in the Far East was very marked in 1899. A fortnightly direct service to Japan was inaugurated by the North German Lloyd Steamship Company on October 4th, and the *Albert*, a vessel of 10,000 tons, the largest steamer that had ever entered a port in Japan, which reached Yokohama, the terminus of the line, in November, was the first ship placed on the run. The service between Hongkong, where passengers from Europe transhipped, and Japan, had previously been monthly, and carried on by one small steamer. The *König Albert* represents the class of vessel by which the trade to these waters will eventually be conducted. She is a distinct advance in size and accommodation over any British vessel ever sent to the East, and with the advantage of a journey without change, from Japan to Southampton, the line is rapidly coming into favour with British passengers, who cannot secure anything approaching to similar accommodation on British steamers. All concerned in the management of the new line are using their best efforts to cater for British travellers, and unless our shipowners show themselves better able to keep up with the times, they will before very long lose entirely their share in the traffic. It is a noteworthy fact that while a few years ago, British steamers carried a large proportion of the cargo from Antwerp and Hamburg to Japan, they have now almost wholly disappeared from that route.The return of cases of communicable disease reported in the Colony for the week ended 25th May shows:—Bubonic Plague, 89 cases, 81 deaths; Enteric Fever, one case from steamer *Monmouthshire*; Small-pox one case.We note that our northern contemporary, the *Shanghai Mercury*, is about to be floated as a limited liability company under the style of "The Shanghai Mercury, Limited." The capital will be £15,000, £5,000 s. s., divided into 1,400 shares of £10 each.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Morningside, S.S. Edinburgh, £81.17
I. Boschart, £500

The Emperor of Korea is said to have purchased the German consulate and the site on which it stands, for the purpose of making an addition to the palace. The consulate was the private property of Mr. Walter, and the price obtained for it from the Court is put at 39,000 yen.

The returns of the number of visitors to the City Hall Library and Museum for the week ended 27th May are:—

	Library.	Museum.
Non-Chinese	311	153
Chinese	92	1,995
Totals	403	2,058

The *Hu Pao* says the late Acting Provincial Judge of Kiangsu, Chu Chuek Shek, who was denounced some time ago for certain acts, is ordered to be handed over to the Imperial Commissioner of Yangtze for investigation and report to the Throne. It is understood that Commissioner Li has already arrived at Soochow, and is making thorough enquiries into the matter.

It is stated that seven dogs were seized with rabies in Tokyo during the first week of the present month, and that they bit thirty people. The police authorities have consequently issued instructions urging the muzzling of dogs, immediate recourse to medical assistance in case of bites, and the forwarding of information to the nearest police station when any symptoms of rabies or of illness are perceived in a dog.

A regular meeting of the "Lion and Rose" Lodge was held at the club rooms on the 25th inst. Business:—Election and to give notice of motion to remove club rooms and appoint new post to be decided at next regular meeting. The following brothers were elected as officers for June 1900:—Bros. Dransfield, Madar, Edwards, Simmers, Ritchie, Parkison, Phillips and Monaghan. After business, a very pleasant evening was spent, the following contributing to the harmony: Messrs. Simmers, Roberts, Osberry and Burrell. The lodge closed at 11.55. Visiting brothers are cordially invited to the meetings, which are held every Friday at 8 p.m.

NEW SUB-
INTERS AND SAILORS

The Treasurer of the New Solon Sailors' Home begs gratefully to acknowledge the following additional sums.

Mr. Patton	53.75
Rev. S. S. Herrick	50
Bomb. Stewart	50
Mr. W. M. Watson	27
Bomb. Herbert	25
Mr. H. Moly	25
Tak Kee	25
Wing Tai Loon	25
Robert Jack	25
Wing Kee	25
Kwong Tack Cheung	25
Mr. Graham	21.50
Sap. Portsmouth	11
C. G. Vady Barjor	11
Capt. Pullman	10.75
Mr. Prentiss	10.75
Mr. Steele	10.75
Mr. Rutter	10
Gun. Ratcliffe	10
Mr. Moir	10
Mr. Penning	10
Mr. Wheeler	10
Mr. Ford, H.M.S. <i>Centurion</i>	10
Capt. Granville, <i>Centurion</i>	10
Hon. E. R. Bellios	10
Dr. Rennie	10
Mr. Wickham	10
Mr. Huke	10
Mr. Schmitt	10
E. H. S. H.M.S. <i>Centurion</i>	10
Mr. Kinghorn	10
Mr. Sale	10
Mr. Marshall	10
Mr. Max Watson	10
Sata & Co.	10
Salati & Co.	10
E. Nabaney	10
Mr. Harley	9
Sgt. Glassbrook	5
U.S. <i>Revenue</i>	5
Upt. Webster	5
Upt. Barber	5
Upt. Cooper	5
Upt. Robinson	5
Upt. Nicholson	5
Upt. Townsend	5
Upt. Miller	5
Upt. Henderson	5
Upt. Hamilton	5
Upt. Sterling	5
Upt. H. J. Reid	5
Upt. Mackenzie	5
Upt. A. J. P.	5
Upt. J. E. M.	5
Upt. McInroy	5
Upt. W. E. & Co.	5
Upt. C. A. J.	5
Upt. C. A.	5
Upt. R. S. Lawalla	5
Upt. M. Tassan	5
Upt. S. B. B.	5
Upt. Mr. E.	4
Upt. Box, J. K.	10
Upt. Smalls, Coy's Hall	10
Upt. Mr. Hardson	3
Upt. Mr. Patson	2
Upt. Mr. Nelson	2
Upt. A. F.	2
Upt. Maste Bone	2
Upt. Miss One	1
Upt. Smalls	15

HONGKONG LEGISLATIVE COUNCIL.

This afternoon, a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present: His Excellency Major General Gascoigne, C.M.G. (Officer Administering the Government), the Hon. F. H. May, C.M.G. (Acting Colonial Secretary), the Hon. W. Meigh Goodman (Attorney General), the Hon. A. W. Brewin, the Hon. A. M. Thomson (Colonial Treasurer), the Hon. R. D. Ormsby (Director of Public Works), the Hon. J. J. Keswick, the Hon. C. P. Chater, C.M.G., the Hon. Dr. Ho Kai, the Hon. H. C. Nicolson, the Hon. Wei A. Yung, and Mr. R. F. Johnston (Acting Clerk of Councils).

The Clerk of Councils read the minutes of the last meeting.

The Acting Colonial Secretary laid the following papers on the table:—Report of the Registrar General for 1899, Reports of the Medical Officer of Health, the Sanitary Surveyor, and the Colonial Veterinary Surgeon for the year 1899, Secretary of State's Despatch with reference to the Governor's salary and financial statement in respect of the loan of £200,000 raised under Ordinance No. 2 of 1899.

The Acting Colonial Secretary proposed and the Colonial Treasurer seconded the adoption of the report of the Finance Committee on Financial Minute No. 8.—Carried.

The Acting Colonial Secretary Moved:—That the amendment to Byelaw 25 of the "Bye-laws made under Section 13 of Ordinance 15 of 1894," made by the Sanitary Board on the 17th day of May, 1900, be approved by this Council.

Dr. Hokai spoke at length against the approval, urging that many respectable Chinese would sooner leave the Colony than suffer the inconvenience of these search parties, as they considered that the search parties, through frightening the people at the unearthly hour of 5 a.m., would do more harm than the plague does.

The Acting Colonial Secretary spoke in favour of approval and suggested that the Government might reassure the respectable Chinese by giving an order to the search parties to confine their labours to floors on which two or more families dwelt.

The Attorney General said the Council could not amend, they had either to approve or reject.

The Director of Public Works, as President of the Sanitary Board, upheld the By-law, but, at the same time, was willing to guarantee that the respectable Chinese should not be harassed.

The Hon. Dr. Hoi said under these circumstances he would withdraw his objections. The Hon. Wei A. Yung concurred.

The motion was carried.

The Attorney General gave notice of a resolution to amend the standing orders of the Council.

The Bill entitled An Ordinance for the Naturalization of Leung Shek Chiu alias Leung Fook Man, alias Leung Kin, was read a second time, passed through Committee, read the third time and passed.

The Attorney General moved the Second reading of the Bill entitled An Ordinance to further amend The Protection of Women and Girls Ordinance, 1897, and to repeal two Sections of The Protection of Women and Girls Amendment Ordinance, 1899.

Passed through Committee, read the third time and passed.

The Council then went into Committee on the Bill entitled An Ordinance to consolidate and amend the law providing for the grant of pensions to the widows and orphans of deceased public officers.

The Bill was read the third time and passed.

The Council adjourned till this day fortnight.

A meeting of the Finance Committee was held immediately after the Council Meeting.

THEATRE ROYAL.

SATURDAY'S CONCERT.

On Saturday Miss Muriel Allyn, the benefit concert to from the previous evening had been postponed. "Terrible Fete," took place on account of the full house, despite the heat. There was a fairly large audience, and an appreciative evening, and the items being encored. After the many of Bagdad had been played by the "ad of the Royal Welch Fusiliers as an overture," Mr. Alec Marsh sang, "Thou art Passing Hence." He was in fine voice and the song was well received. Mr. E. Dannenberg followed with a piano solo, which was capital, and then came Miss Allyn's song, "The Deal of Gold," which was loudly encored, until she came forward again and sang "The Amorous Goldfish" from "The Geisha." Mr. J. H. Moir, R.W.F. received a well merited encore for his cello solo, of which instrument he is evidently a master. Mr. C. H. Lammert failed to put in an appearance, but his place was filled by Mr. Walwyn, who sang "Beautiful Dimples Bertie," with the aid of the prompter. Miss Allyn's recitation of "Curfew shall not ring to-night" was excellent, and the audience testified to their appreciation of it by prolonged applause. The first half of the programme closed with a violin solo by Mr. C. G. Gracia. After the interval, the Band opened again with selections from "The Geisha." Mr. Alec Marsh's song from "The Persian Garden," which followed, was thoroughly well suited to his fine voice, and as an encore he charmed his hearers with "My Love is Come." After another piano solo from Mr. Dannenberg, Miss Allyn sang "Castles in the Air" following it with "Coming through the Rye," as an encore, in which her sweet voice was heard to great effect. "What ho, she bumps," by Mr. Walwyn, as it always does, brought down the house, and she was not allowed to escape without a recall. Mr. Moir gave another cello solo, and then Mr. Marsh sang "The Hand that Feeds Us." We are still of opinion that the music does not suit the words of this song. There is not enough go in it, and the twists and turns are such as to prevent the chorus readily "catching on." For anything of the sort the simpler the air the better. "Flight of Ages" and "The Jewel of Asia" by Miss Allyn brought the programme to a close.

During the evening Miss Allyn received numerous floral tributes, and her appearance on the stage was each time the signal for a burst of applause. Hongkong has certainly appreciated Miss Allyn, and she will be sure of a good reception should she again visit us.

THE PLAGUE.

Cases reported to 26th instant:—178
Do do during past 48 hours:—28
Total:—206Deaths reported to 26th instant:—34
Do do during past 48 hours:—27
Total:—61

We regret to hear that Mr. Mills, the Sanitary Inspector in charge of No. 5 Health District, has been admitted to hospital suffering from plague.

THE ACCIDENT TO THE "GROSSMONT."

SHANGHAI, May 21st. As was briefly reported in the *Mercury* on Saturday night, a serious accident occurred in the River near Gough Island, which resulted in the grounding of a large steamer, and at one time threatened a block of the fairway between the Island and the mainland. From the particulars which have come to hand it appears that on Saturday at 3.45 a.m. the outward bound Chinese ram corvette *Kinshing* was proceeding down the river, and when just below Gough Island she ran into the *Grossmont*, Captain Fleatham, inward bound with a cargo of case oil from Batoum. The force of the collision was such that a large hole was torn in the starboard bow of the *Grossmont* by the ram of the corvette, and as the steamer was making water freely, to prevent her from sinking Capt. Fleatham was forced to beach her on the island. The *Grossmont* was in charge of Pilot Howard at the time. On receipt of the news, Messrs. F. D. Sassoon & Co., the agents, had lighters sent down to Gough Island, and afterwards the tugs *Rebecca* and *Sansou* were despatched to the aid of the *Grossmont*. Messrs. Farnham & Co. were commissioned to repair the vessel and immediately had salvage crews at work; besides ten of their pumps. It was feared that the channel would have been blocked, and a notification was issued on Saturday night from the Harbourmaster's Office warning shipmasters, but fortunately these fears were groundless and the navigation of the Channel was not interrupted.Yesterday afternoon about three o'clock, the *Grossmont* was successfully floated, and was taken to the Cosmopolitan Dock. It will be necessary to discharge the greater part of her cargo in the dock. The damage done to the *Grossmont* is very extensive, the ram of the corvette having torn a hole from the keel to considerably above the water line. No particulars as to the cause of the collision can be given, pending an inquiry.—*Mercury*.

A LUNATIC AT LARGE.

On the 13th of last month, says the *B. N. Borneo Herald*, Ah How, the Chinese cook who has been in Dr. Denny's employ for many years, went suddenly mad, and started down the Race Course road, armed with a long carving knife. He entered Mr. Gueritz' garden and proceeded up to the house, which he entered, and went through the rooms, calling for that gentleman. Mr. Gueritz who was in his garden, being warned by his servant armed himself with the nearest weapon, which was a garden broom, and calling his orderly and servants endeavoured to effect the capture of the unfortunate man, whom he believed had no intention of assaulting anyone in particular or of 'mooking.' Seeing that he was gradually being surrounded, being then under the house, he made a dash towards

THE WAR.

SOME FOREIGN VIEWS.

Germany and the peace Mission.

Berlin, April 2nd.
An obviously inspired article in the *Zeit*, of last night explains the attitude which the German Government takes up towards the Boer peace mission to Europe. "It is desired," says the well-informed Berlin Conservative organ, "to treat the mission in a friendly manner befitting the good relations which exist between the German Empire and the Transvaal. It is certain, however, that the mission will not be able to bring about any change in the political situation. What purpose could it serve to come to any agreement with the Boer envoys, so long as the British Government maintains its attitude of downright refusal to accede to any attempt at mediation? Those who think that an agreement between the German Government and the mission could produce any good effect do not recognize the real nature of the situation, which renders it impossible to enter upon any negotiations elsewhere than in London." The *Post* points out that any attempt at intervention against the wishes of the British Government would expose Germany to a rebuff which her position in the world would not permit her to accept quietly. It is, therefore, as impossible for the German Government to meet the wishes of the envoys and enter into negotiations and agreements with them, as it is to intervene without the consent of both belligerents.

The *Post* proceeds to warn the mission that it has nothing to hope for in Berlin. "The feelings of all classes in Germany towards the Boer envoys are, considered in themselves, of the most friendly character conceivable. It must, nevertheless, be admitted that in one respect the opponents of the mission have right on their side. In the present circumstances the mission cannot gain any substantial advantage from a visit to the German capital. It is the duty of every serious politician to admit that the existence of such facts, and we shall not allow ourselves to be deterred from the performance of this duty by the censure of the extreme Chauvinists. We should regard it as wrong to excite hopes by false representations, when a thorough examination of the case shows that there is no hope of any change in the political situation. In any case, the whole conduct of the Boers has merited a better fate for them than to be wilfully deceived on this occasion."

France and the War.

Paris, April 2nd.
Mr. Brunetiere having been asked by the editor of the *Quarterly Review* why the French side with the Boers, Mr. Yves Guyot remarks in the *Nouvelles*: "Mr. Brunetiere might have answered that they have declared for the Boers because the majority of those who form public opinion have disclaimed to study the Transvaal question, just as they have disclaimed to study the Dreyfus affair. He might have added that the *Observateur* and the *Vote de la Verite* have given the watchword to Catholics and the many independent minds had followed it. He might have ended his article by saying, 'I am myself an instance of the truth of these two causes.'"

M. Leon, the Cremona agent in the Transvaal, who took an active part in their artillery engagements, landed today at Marseilles. He lost his left eye in one of the engagements. M. Leon states that the Boer forces have never exceeded 35,000 or 40,000, and that only 600 have been killed and 5,000 disabled. This small loss he attributes to their defensive tactics, and to their never making an assault for fear of great loss. Their small numbers obligate them to show reasonable prudence in their movements, and he thinks they can only offer a shorter or longer resistance. They would not even think of standing a siege of Pretoria, which, however, still possesses its guns and has in its forts placed ready to receive those temporarily borrowed from them. When war broke out he was completing these forts, but though he was directing the fire on Kimberley when struck in the eye, he never held any official rank in the Boer army. He will arrive in Paris on Thursday.

The *Temps* this evening begins the publication of letters by Mr. Rudyard Kipling on his South African trip. The translation is extremely remarkable for nothing can be more flavour than the effort to preserve in French the flavour and atmosphere of Mr. Kipling's style. I have not seen the original of this French version, and make the acquaintance of Mr. Kipling's reports from the field, therefore, in an alien tongue. This, however, is just the reason why it seems to me worth while to call attention to the feat of the anonymous translator of these letters, and to congratulate him upon it. He has really succeeded in making his reader feel what the English reader feels when he reads Kipling, and this is no common feat. Moreover, it is satisfactory at last to find a French journal giving so much space to literature on the war, which does not emanate from Brussels.

The Cognac section of the League of the Rights of Man has adopted a resolution expressing its sympathy for the Boers, and appealing to the "small minority of Englishmen who, like the handful of French revisionists, who do their best to awaken the ideal of conscience." M. Yves Guyot, commenting upon this document, says that it proves as manifest an indifference to the facts as was manifested to-day by the persons who still call Dreyfus a traitor. He adds that it is untrue that "greedy financiers engineered the war, as is shown by the report of President Rouvier in January, 1899, that liberty of conscience does not exist in the Transvaal, that the Boers are not generous and upright, but grasping, and that the South African Republics are not sister Republics of France, for Mr. Kruger hates everything which makes the grandeur of the declaration of the Rights of Man."

A German Officer's Views.

Rome, April 2nd.
A diplomatist who has conversed at length with Baron von Reitzenstein, the German officer who, after watching the first six months of the war, has been summoned home by the German Government, summarizes that officer's impressions as follows:

The Boers are hunters, not soldiers; they cling to cover and dislike fighting in the open in a manner which to a European seems to border on cowardice. Enconced behind stocks they shoot admirably, but the moment the attack is repulsed they cease firing, make coffee, and sing psalms. Mobility and extreme frugality counter upon them immense advantages, which, however, are partly neutralized by inaptitude for attack and pursuit. Compared with the British losses, the Boer losses are usefully slight, but, on the other hand, a comparatively small loss in killed and wounded creates a great impression in their ranks. Had the Boers possessed the courage to make a general attack, Ladysmith might easily have been taken. The British defence of Ladysmith was splendid, but the attenuation of the garrison towards the end of the siege would have guaranteed the success of a determined assault. Baron von Reitzenstein declares the German belief that while British officers fight well, the rank and

file fight badly, to be erroneous. At Colenso and Spion Kop, where he was present, the British infantry fought admirably, despite heavy losses. The Boers are characterized in many respects by the primitive qualities of children, and often perform acts of generous kindness towards prisoners and the enemy's wounded. On one occasion they sent all their tents, at least 100, to shelter the British wounded. Baron von Reitzenstein considers that the Boers ought to have allowed the British Army to enter the Transvaal almost unopposed, and then cut their communication with their base. He thinks that the war may last another five or six months, but doubts the willingness of the Boers to fight to a finish.—*Times*.

PROFESSOR GOLDWIN SMITH.

HIS BOER SYMPATHIES.

New York, April 23rd.
Professor Goldwin Smith chooses the *New York Sun*, the paper most bitterly hostile to England, as the medium for announcing to Americans his "bitter dislike of the war which England is waging in South Africa." He calls it a "second Jameson raid and observes—"Her Britannic Majesty did not create Africa," and then the Queen of the Topees who "meted out the earth with their fiat," declares that the heart of the people everywhere, even in Italy, from which he had just returned, is with the little Republic which is fighting for its independence. But "in England people are made with the war fever. There are masses of the population to whom this is simply a new kind of gin." Professor Goldwin Smith adds that he is "ashamed of the service which the British Government is now accepting from Portugal, perhaps extorting from her weakness." He denounces the passage of troops from Beira as a flagrant breach of international law and rights, and it is possible to commit. Finally he defends the Cape Dutch, admitting that they may be traitors formally but not morally, and predicts that if the British Government should yield to the vile sort who would punish them, "the voice of the nations, America among the rest, would surely be heard." Professor Goldwin Smith understands very well how to reach the American mind. His column of invective against his own country will have its due measure of evil influence on American opinion and on Anglo-American relations.—*Times*.

"THE SCANDAL IN THE FAR EAST."

Under the above title a writer in the *Sunday Special* refers to the frequent acts of piracy on the West River, and in the course of some vigorous remarks says—

The scandalous state of affairs in Chinese waters is one that no self-respecting Government should suffer for a week. If public attention were not riveted in another direction, it would have been fastened long before now, and with greater indignation, upon the abominable outrages perpetrated on vessels flying the red ensign between the second port of the British Empire—Hong Kong—and Canton, the southern capital and greatest trading centre of China. In spite of the definite promises of the Government a year ago, that properly equipped and suitable vessels should be sent out to protect our trade on the rivers and inland waters of China, the opening of which to British trade was the one substantial gain falling to this country from the events of 1898 and 1899 in the moribund Empire, it is a disgraceful fact that British trade on the Canton and West Rivers has recently been brought almost to a standstill by pirates and long-shore banditti who infest the trade routes. This state of things will continue the Foreign Office remains so deluged with confidential reports from gunboats on the Canton and West Rivers, that it is difficult to believe that the crew of each of these tiny vessels, and all four carry two six-pounder pop-guns. They are much smaller than a London "penny steamer," and probably not so useful. Two of them steam only nine knots, but the other two have rather more powerful engines, and steam about twelve and a-half knots, but as they are used for the Upper Yangtze, where the rapids run thirteen, their progress up that river is crab-fashion! Now, a British River Squadron (might as it sounds), which possesses about sixty seamen and petty officers and four six-pounders, would be annihilated if attacked in detail on a dark night and in an awkward place by the heavy piratical craft with which the river is well acquainted. This is how the position would work out. Let us suppose the scene to be that nest of pirates, smugglers, and robbers—the "East Coast." The night is pitch dark, a strong head tide is running, and thereby reduces the speed of H.M.S. *Sandpiper* to about 4 knots. The dangers of the navigation are not very well known to the Lieutenant in command who is searching for pirates, and has a cruising ground of about 100 miles. Suddenly out of the darkness a sweeping silently and rapidly down with the tide, loom two great vessels, looking like native traders well armed to protect their cargo and passengers. These solid tank-hulled craft, of at least 7,500 piculs (about 450 tons), suddenly fall foul of the little gunboat, and a volley of "stinkpots" clears the way for a crowd of boarders.

The poor little *Sandpiper* is a mere eggshell of a craft, being of the tussiepaper order of naval architecture of which our destroyers are beautiful specimens. She would have no possibility of resistance, for the mere weight of the boarders would almost sink her, and if it came to a broadside at close quarters she would receive the contents of some ten smooth-bore 16 to 20-pounders and a 24-pounder armadillo, and be shot to the muzzle with round, mixed, and bar shot. The little *Sandpiper* would cease to exist! If it were broad daylight and a mile distant from the combatants, there would be a different story to tell, but Chinese pirates, like our Brother Boers, do not give points when they fight. When these pests operate in shallow waters and narrow rivers they keep far too sharp a look out to be approached by any "smoky little gunboat." Worse still, the local officials are frequently in league with them. The "Comproducers" where the gunboats obtain their legal supplies probably employ men who are hand-in-glove with the pirates, and the very interpreters, clerks, and servants of the British authorities, the poor relations, and candidates for office round the great Chinese officials, are often in the swim. Perhaps the Foreign Office innocently imagines that this is only a question of some two or three hundred desperadoes to be captured by a British admiral supported by H.E. the Viceroy of Canton! This Viceroy, the notorious Li Hung-chang, is the last person to wish well or do well to British trade unless in some particular case it suits his own purpose. He has been bought body and soul by enormous sums paid him by Russia. The brilliant result of our traditional Foreign Office diplomacy in China is the appointment of this man as Viceroy of the "Two Kwang!" When our trade was paralysed in this region by piracy and lawlessness, instead of our Admiral having instructions to put this down with a strong hand, as Palmerston or Beaconsfield would have done, Mr. Bax Ironside actually asked the assistance of the Germans to support his remonstrance at Beijing. Never before was a success of a determined assault. Baron von Reitzenstein declares the German belief that while British officers fight well, the rank and

THE POWERS AND TURKEY.

CONSTANTINOPLE, April 25th.

The Porte contemplates arranging the United States difficulty by ordering a cruiser from an American firm. The idea is to combine the payment of the indemnities with that operation, and thus avoid the ostensible recognition of the American indemnity claims, which might provoke the European Powers to exact similar satisfaction. Vice-Admiral Ahmed Pasha has been ordered to proceed to Washington.

NEW YORK, April 25th.

Constantinople and Washington despatches new agree that the Sultan's concessions include an Irade for enlarging Robert College, beside rebuilding the missions. No cash is yet in sight. Washington, while taking note of the Sultan's evident desire to assume a friendly attitude, in no degree relieves the pressure for the payment of the agreed indemnity.

APRIL 26th.

The reported disposition on the part of Russia to support the Sultan in resisting the demands of the United States will only consolidate American opinion and increase the general desire that the claim should be steadily pressed. Washington, however, disbelieves the story. A fresh Note was sent to Constantinople on Tuesday.

VIENNA, April 25th.

The interesting and diversified prospect opened up by the vigorous action of the United States Government in its difference with Turkey, gives the Austrian Press much matter for speculation. This is all the more noteworthy, as the eventual surrender of the Sultan is looked upon as certain. It is, however, not surprising when it is remembered that nearly everything connected with the Near East necessarily affects Austria-Hungary, and with regard to this country, particularly since the Spanish-American war. From the effect produced by the hint that Admiral Dewey might shortly have to pay a business call in the Eastern waters of the Mediterranean, it is evidently concluded that America has once for all announced her intention to participate in future international functions in those quarters.

A few days ago a Vienna newspaper dwelt upon the symptomatic significance of the conflict between America and the Porte, and expressed the hope that it would remind the Continent of the solidarity of its interest, and mark a fresh stage in the unification of Europe—a measure which was essential for its defence against the commercial and political expansion of the new world. To-day the two leading journals of Vienna, the *Neue Freie Presse* and the *Neues Wiener Tagblatt*, devote articles to the same subject. The former observes that since the war with Spain the Americans seem to have lost all respect for Europe. Although the present incident will remain a mere diplomatic interlude, and no American warship will try to force the passage of the Dardanelles, the Vienna journal considers the episode remarkable only as reflecting the enormous change that has taken place in the world since the Spanish-American war. That change is summed up in Europe by the expression "world-policy," and across the Atlantic in the conception of a naval demarcation in the Eastern Mediterranean is, however, far more striking than mere phrases and definitions. It quite suddenly reveals that the United States have ceased to be a *quantité négligeable*, even in the great questions of European policy. The result of the Spanish-American war, which led to no European intervention even when it was threatened in Washington to bombard European ports, gave a powerful impetus to American Imperialism, making it the decisive question in the approaching Presidential campaign. The experience which the friendship of the United States has been sought by England and Germany has confirmed the proud self-confidence of all American politicians that not only does America no longer need to trouble herself about the wishes of Europe, but that on a favourable opportunity she herself may emphasize her own views in European affairs. Indeed, the American people now feel strong enough to claim a voice in all parts of the world, as, for instance, in the European African conflict, and even to threaten the European State with a naval demonstration. The latter is a new which cannot excite much surprise in an era like the present, characterized by the development of a "world-policy." The Continent has approached each other. On the Chinese coast the German, Russian, and English flags float side by side. The project of a railway connecting North and South Africa is being discussed in England and Germany, and parallel German, Russian, and French railroads will shortly join the Mediterranean to the Persian Gulf. Why, then, asks the *Neue Freie Presse*, should America hesitate to send her gunboats to the Dardanelles as a demonstration against Turkey? It hastens to add, however, that it is difficult to conceive what practical advantage could accrue to America from her participation in the Eastern question. It will have been a disagreeable surprise to Russia to find in the United States a new rival in a domain which she has always regarded as her traditional inheritance.

The *Neues Wiener Tagblatt* questions whether the domestic consolidation of the United States is sufficiently advanced to permit with safety of the pursuit of a permanent policy of expansion. That, however, is a matter for the consideration of the Americans themselves. But the transformation of American policy imposes upon the rest of the world the necessity of reckoning in all international affairs with the new Great Power, which has perhaps too long been left out of account. American Imperialism may involve many perils for the Continent itself, but, in the opinion of the *Neues Wiener Tagblatt*, it is far more dangerous to other States.—*Times*.

A ROPE ARMORED.

On other occasions we have retorted to the armored train which has played so important a part in the South African war. Almost the first incident of the war was the attack on the armored train near Mafeking, and a similar incident was the memorable fight at Chieveley in which Winston Churchill was engaged. Col. Baden-Powell and Col. Kekewich, at Mafeking and Kimberley respectively, have armored trains, which have been in almost constant action since the war began. The armor plates are the usual railway iron, but the locomotive shows in our engraving was made safe in an unique manner. Rope mantles were used during the Crimean war, and the protection of the locomotive by rope may be regarded as a new adaptation of the mantle. The first thought which is brought to mind after looking at a picture of this engine, is that the work was done by sailors, and this is correct, for sailors devised the protection for the Colenso armored engine. Its appearance is most grotesque, looking not unlike a gigantic French poodle dog. It has been found that the rope protection is a most admirable one, although no very full details have been forwarded for the construction. It is probable that the engine is run entirely by bell signals, the engineer and fireman being entirely protected.

A RELIC OF DR. LIVINGSTONE.

The Royal Geographical Society has just added an interesting relic of Dr. Livingstone to its collection. It will be remembered that when the great missionary died, in the unknown heart of Africa, his faithful followers embalmed the body and brought it to the coast. Dr. Livingstone's remains now lie in Westminster Abbey, but the heart of the great missionary explorer was buried under a tree beneath whose branches he had breathed his last. One of his men, Jacob Wainwright by name, carved an inscription on the tree, and before leaving, they gave the strictest injunctions to Chitambo, the native chief, to keep the grass cleared away so as to save it from the bush fires which every year sweep over the country and destroy so many trees. Chitambo himself died shortly afterwards and was buried under the same tree. His successor removed the village to a distance of some ten miles. But the tree on which Jacob Wainwright had carved the inscription escaped destruction. It was not visited by any white man for more than 20 years, although a bronze plate was sent out by Dr. Livingstone's daughter to mark the place where he died, and valuable presents were sent by the Royal Geographical Society to the chief to induce him to protect the plate. After many vicissitudes the bronze plate was handed over to the new Chitambo by Captain Bial, and a *prophet* was drawn up by the Belgian officers, the chief and his principal headmen affixing their marks in the presence of witnesses. Unfortunately, the tablet was stolen within a short time of its erection in Chitambo's village by an Arab slave-trader who was raiding the country. Neither Captain Bial nor Lieutenant Franqui visited the actual spot where Livingstone died, and the first European to do so was Mr. Henry Glave, who was making a journey across Africa in the interests of an American magazine. Unfortunately, Mr. Glave died on the West Coast as he was on the point of returning to Europe. Mr. Poulett Weatherley was the next white man to visit the tree, and he at once wrote home stating that, although the tree was still standing, it was in an advanced state of decay and must soon perish, involving the destruction of the inscription unless some steps were taken for its preservation. Two years ago, in the discussion on a paper before the Royal Geographical Society descriptive of Mr. Weatherley's explorations in Central Africa, Mr. Alfred Sharpe, C.B., her Majesty's Commissioner in the British Central Africa Protectorate, suggested that the Royal Geographical Society should take steps to have cut out of the tree the section which contains the complete inscription, and that it should be sent home and placed among the other relics which the Royal Geographical Society possesses. "It would," said Mr. Sharpe, "not only be an interesting reminder of Livingstone and the great work he has done in Africa, but it would also be some evidence of what African natives can do; it would be a record of the love and regard which they must have had for Livingstone when they carried him so many miles and brought him to Kilimend, where he died."

DR. LIVINGSTONE.

MAY 4, 1873.

ZA MNASERI.

UCHOPEPE.

Owing to its great weight the section had to be considerably reduced in size, but Mr. Codrington succeeded, after much trouble, in transporting it to the Tanganyika, and from there forwarded it to London. It is this interesting relic which has just been handed over by the British South Africa Company to the Royal Geographical Society. On being unpacked it was found to have stood the journey extremely well, and steps will at once be taken for its permanent preservation. It is at present in the Map Room of the Royal Geographical Society in Savile-row.—*Times*.

THE ESTATE OF AN INVENTOR.

That inventors very often leave large estates is shown by the fact that Prof. D. E. Hughes, F.R.S., the inventor of the Hughes printing telegraph and other important electrical appliances, left an estate an estate valued at \$2,365,000. The greater part of it was left to hospitals in London. A considerable sum was also left to various scientific institutions. The hospitals will receive about \$2,000,000.

SHIPPING REPORTS.

Capt. M. Takahashi, of the steamship *Mikawa Maru*, from Amoy, reports—Fine clear weather throughout the voyage with gentle S.W. breeze and light sea.

Capt. H. Bathurst, of the steamship *Hailong*, from Swatow, &c., reports—Tamsui to Amoy moderate S.W. winds and clear weather. Amoy to Swatow and Swatow to Hongkong light S.W. winds and clear weather. Steamer at Swatow on the 26th inst.—*Neuchuang*.

Captain St. John George, of the steamship *Altira*, from Kobe, &c., reports—Left Kobe on May 21st, Moji 22nd, passed Turnabout Island 25th, Breaker Point 26th, and arrived at Hongkong the same day. Experienced moderate to fresh S.W. winds from Kobe, thence to the Inland Sea to the Goto Islands, thence to Turnabout Island light breeze and dense fog, thence to arrival moderate breeze, fine and clear weather.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations in 1899.
Barometer.....29.867
Thermometer.....76.2
Humidity.....84.0
Rainfall.....15.6

TO-DAY.

WEATHER REPORT.
On date at 10 a.m.
On date at 4 p.m.
Barometer.....29.84 29.78
Temperature.....86 85
Humidity.....68 73
Rainfall.....— —

TO-DAY.

Monday, 28th May, 1900.
Chinese—1st of 5th moon of 26th year of Kwang-shi.
Sun—Rises.....5hr. 17min.
Sets.....6hr. 30min.
Moon—New Moon 10hr. 27min. a.m.
High water—Morning.....5hr. 5min.
Afternoon.....10hr. 5min.
Low water—Morning.....1hr. 32min.
Afternoon.....5hr. 10min.

ANNIVERSARIES.

1897—Paris delivered; the Commune overthrown.
1872—Loss of the steamer *Douglas*.
1879—The *Kate* sailors murderers hanged in Hongkong.
1896—The Queen's statue unveiled by Governor Sir William Robinson K.C.M.G.
1897—Outbreak of plague at Amoy announced.
1899—Chi Min Attack in Paris shot himself at Churloffenburg.

TO-MORROW.

Tuesday, 29th May, 1900.
Chinese—2nd of 5th moon of 26th year of Kwang-shi.
Sun—Rises.....5hr. 17min.
Sets.....6hr. 30min.
Moon—Max. Dec. 8hr. p.m.
High water—Morning.....5hr. 42min.
Afternoon.....11hr. 0min.
Low water—Morning.....2hr. 0min.
Afternoon.....5hr. 58min.

ANNIVERSARIES.

1660—Restoration of King Charles II.
1692—Battle of La Hogue.
1889—Great rain-storm in Hongkong enormous damage to property.
1890—The *s.s. Peking* burnt in the Yangtze; the captain, 2 officers and 20 Chinese lost.
1896—Two Chinamen sentenced to 12 years' imprisonment for arson.
1898—Telegraph cable between Japan and Formosa completed.

AGENDA.

TO-DAY.

8.30 for 9 p.m.—Regular Meeting of the Victoria Preceptory at Freemasons' Hall.

TO-MORROW.

4 p.m.—C. N. Co's steamer *Kaifong* leaves for Manila, &c.

WEDNESDAY, 30th.

Noon—N. L. steamer *Hamburg* leaves for Europe etc.
5 for 5.30 p.m.—Emergency Meeting of the Boer Mark Lodge.
5 p.m.—C. M. S. N. Co's steamer *Memmut* leaves for Manila.
Cargo ex *Kanukuru Maru* subject to rent.

THURSDAY, 31st.

Noon—T. K. Co's steamer *Nippon Maru* leaves for San Francisco.
4 p.m.—E. & A. Co's steamer *Altira* leaves for Australia.

FRIDAY, 1st JUNE.

8.30 for 9 p.m.—Regular Meeting of the Zealand Lodge at Freemasons' Hall.
C. N. Co's steamer *Shanghai* leaves for Samarang and Sourabaya.

SATURDAY, 2nd.

N. P. steamer *Goodwin* leaves for Victoria B.C. and Tacoma.
Cargo ex *Benader* subject to rent.

Noon—L. C. S. N. Co's steamer *Kumang* leaves for Straits.
Noon—O. S. Co's steamer *Patroclus* leaves for London via Suez Canal.

4.15 p.m.—2nd Gymkhana Meeting of the Season at Happy Valley (Weather permitting).

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian (*Empress of China*) 30th inst.
German (*Oldenburg*) 30th inst.
American (*City of Rio de Janeiro*) 1st prox.
Tacoma (*Præmar*) 2nd prox.
French (*Laos*) 4th prox.
American (*Coptic*) 8th prox.

The N. P. S. Co's steamer *Victoria*, arrived at Tacoma from Japan on the 25th inst.

The P. & O. S. N. Co's steamer *Canton*, left Singapore, for this port at 8 p.m., on the 27th inst.

The N. P. S. Co's steamer *Goodwin*, arrived at Vladivostok, and sailed for Hongkong on the 24th inst.

The M. M. Co's steamer *Laos*, with the next French Mail, left Singapore via Saigon to-day, at 5 p.m., for this port.

The Canadian Pacific Railway Co's R.M.S. *Empress of China*, arrived at Shanghai 6 a.m., on Sunday, the 27th inst., and left again at 7 p.m., for Hongkong, where she is due to arrive on Wednesday, the 30th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Monterey*.....at Kowloon Dock.
W. H. Smith....."Cosmopolitan"
Independent....."
Devanagiri....."

PASSED THE CANAL.
Outward—2nd May—*Erzerogor*, *Ferdinand*, 5th May—*Dardanus*, *Gladius*, *Antaria*, *Frederica*, *Forest Data*, 9th May—*Benlauris*, *Copack*, *Canton*, *Oldenburg*, 12th May—*Mendana*, *Ulrich*, 15th May—*Benlauris*, *Kawachi Maru*, *Wittenberg*, *Luis Heideberg*, *Paktin*, *Norman Isles*, *Kurdistan*, 22nd May—*Sydney*, *Vindobona*, *Pailhan*, *Calanda*, *Kohn*, *Loostakken*, *Snijders*, *Nayens*, *Indravelli*, 25th May—*Stentor*, *Tonkin*, *Wakara Maru*, *Chittagong*.

Homeward—15th May—*Weimar*, 22nd May—*Yarra*.

Arrivals at Home—16th May—*Annam*, 23rd May—*Kawachi Maru*.

Shipping.

Arrivals.

AIRLINE, British steamer, 2,500, St. John George, 26th May, Kobe 21st May, and Moji 22nd, General—Gibb, Livingston & Co.
ANPING MARU, Japanese steamer, 1,055, J. Satow, 26th May, Taiwan 23rd May, General—Mitsui Bussan Kaisha.

HANCOCK, American transport, 3,000, K. Strine, 26th May, San Francisco 17th April.

MIKAWA MARU, Japanese steamer, 1,404, M. Takahashi, 27th May, Amoy 25th May, General—Nippon Yusen Kaisha.

HAILONG, British steamer, 783, H. Bathurst, 27th May, Swatow 26th May, General—Douglas, Lapraik & Co.

HAILAN, French steamer, 377, Merles, 27th May, Pakhoi and Hoihow 27th May, General—A. R. Marty.

TRYM, Norwegian steamer, 710, Dahl, 27th May, Canton 27th May, General—E. A. Trading Co.

HATING, French steamer, 705, Bast, 28th May, Haiphong and Hoihow 27th May, General—A. R. Marty.

FOOKSANG, British steamer, 989, R. Y. Anderson, 28th May, Canton 27th May, General—Jardine, Matheson & Co.

KWANG PING, Chinese steamer, 1,241, C. P. Clement, 28th May, Tientsin and Chefoo 21st May, General—C. E. & M. Co.

KWANGSI, British steamer, 1,568, Harris, 28th May, Canton 27th May, General—Butterfield & Swire.

ELST, German steamer, 900, T. Petersen, 28th May, Chefoo 22nd May, Beans—Tung Kee.

CLARA, German steamer, 675, A. Hansen, 28th May, Haiphong 27th May, and Hoihow 27th, Rice and Fish—Jensen & Co.

Clearances at the Harbour Office.

Kwangsi, British str., for Shanghai.
Trym, Norwegian str., for Chefoo.
Præmar, German str., for Chefoo.
Sakong, British str., for Swatow.
Hoihow, French str., for Haiphong.
Kawachi Maru, Japanese str., for Singapore.
Kumang, British str., for Swatow.
Kwangsi, Chinese str., for Canton.
G. T. Day, British ship, for New York.
Kumang, British str., for Canton.
Elst, German str., for Canton.

May 27, *Cornwall*, British str., for Europe.
May 27, *Rochester*, British str., for Japan.
May 27, *Haitan*, British str., for Java.
May 27, *Haitan*, British str., for Java.
May 27, *Haitan*, British str., for Java.
May 27, *Haitan*, British str., for Java.
May 27, *Haitan*, British str., for Java.
May 27, *Haitan*, British str., for Java.
May 27, *Haitan*, British str., for Java.
May 27, *Haitan*, British str., for Java.

Passenger—arrived.
Per *Altira*, from Japan—Mr. Young.
Per *Shanghai Maru*, from Taiwan—80 Chinese.
Per *Hailong*, from Swatow—Messrs. McCarty, Straus, and 47 Chinese.
Per *Mikawa Maru*, from Amoy—Messrs. G. W. Person, B. Teyman, 2 Japanese.
Per *Clara*, from Hoihow—9 Chinese.

STEAMER EX-RECEIVED.

Name.	From.	Due.
-------	-------	------

Intimations.

NOTICE.

COMFORTABLE APARTMENTS with BOARD, for Gentlemen, at MORRISON HILL ROAD, EAST POINT.
Apply to

Office of This Paper.
Hongkong, 22nd May, 1900. [665b]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, Limited, will be held at the COMPANY'S OFFICES, No. 2, Connaught Road, Victoria, Hongkong, on MONDAY, the 11th day of June, 1900, at 12.30 o'clock in the afternoon, when the SUBORDINATE RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of May, 1900, will be submitted for confirmation as a SPECIAL RESOLUTION.

"That the Regulations contained in Table A in so far as they apply to this Company be altered as follows—"

That the following clause be substituted for Clause 37 of Table A:—"The quorum for all the purposes of a General Meeting shall be not less than five members present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum be present at the commencement of the business."

By Order, EDWARD OSBORNE, Secretary.
Hongkong, 25th May, 1900. [683b]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

ISSUE OF \$100,000 NEW CAPITAL.
IN 10,000 SHARES OF \$10 EACH. \$2.50 PAID UP.
AT A PREMIUM OF \$6.50 PER SHARE.
\$1.50 PAID UP.

NOTICE is hereby given that the Issue of \$100,000 New Capital which was sanctioned at the Extraordinary General Meeting of the Company held on 23rd May, 1900, will be offered to those persons who are registered as Shareholders on the 9th June, 1900, in the proportion of One New Share to Every Old Share.

The New Shares will be issued at a Premium of \$6 making a Total Payment of \$16 per Share, of which \$2.50 per Share and \$1.50 Premium=\$4 in all, will be PAYABLE on the 16th June, 1900, and the Balance when called for.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th June to the 11th June, both days inclusive.

EDWARD OSBORNE, Secretary.
Hongkong, 25th May, 1900. [683b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTION were passed:

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the balance of \$25 per Share of the Unpaid Capital of the Company be called up and that CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according to the above.
And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of 12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board, A. SHELDON HOOPER, Secretary.
Hongkong, 27th March, 1900. [403b]

WANTED.

A REMINGTON TYPEWRITER, New or Second hand, if in really Good Order. Reply to P. O. Box 55, giving Particulars, Price, &c.
Hongkong, 14th May, 1900. [630b]

WANTED.

A COPY of the Local "HANSARD," 1891-2.
Address—
J. J. F.
Office of This Paper.
Hongkong, 10th March, 1900.

NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD, (Established 1852), has This Day been REMOVED from No. 65, PRAYA EAST, Marine Lot 109, to Island Lot 1508, BOW-RINGTON CANAL, near LEIGHTON HILL ROAD BRIDGE and opposite LEE YEUN SUGAR REFINERY.
L. MALLORY.
Hongkong, 1st May, 1900. [560b]

NOTICE OF REMOVAL.

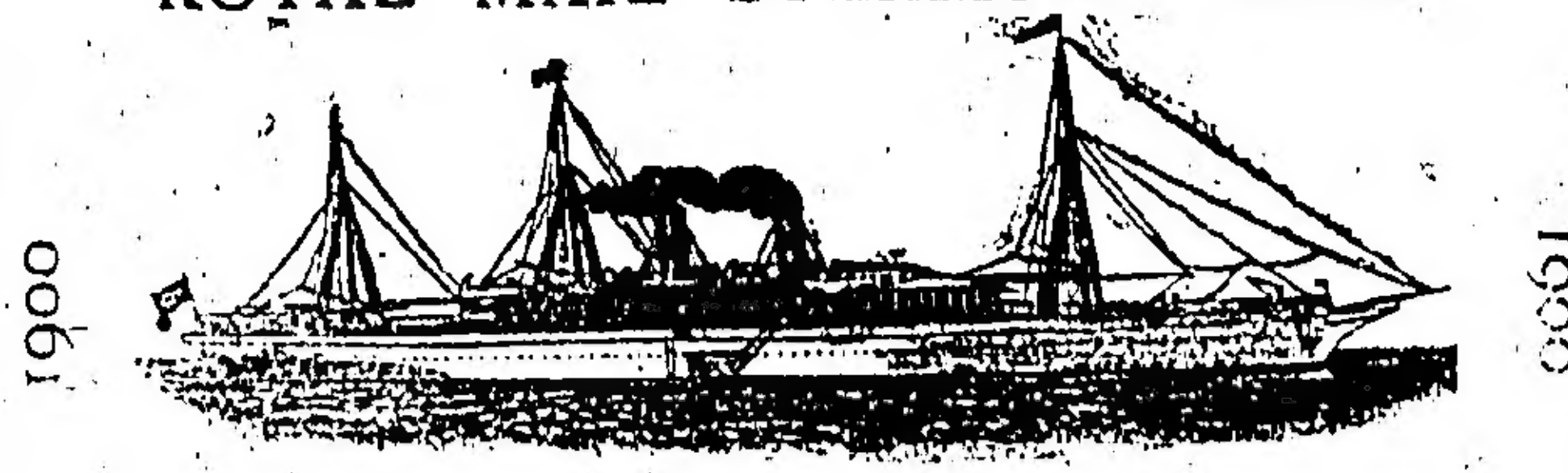
I HAVE This Day REMOVED my Residence from No. 65, Praya East, to No. 7, LEIGHTON HILL ROAD.
L. MALLORY.
Hongkong, 16th May, 1900. [630b]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET.
H. RUTTONJEE.
Hongkong, 27th April, 1900. [644]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 6th June.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th June.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 18th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Baker's Street.
Hongkong, 19th May, 1900. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Goodwin 1,441 A. Jackson June 2
Glen 3,750 W. Frakes July 3
Queen Adelaide 2,832 E. McNair July 25
Duke of Fife 3,821 J. S. Cox July 28

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar 1,350 W. Watt June 9
Argyll 2,907 S. Thomson June 30
Montcalm 2,874 J. Kennedy Aug. 4
Braemar 1,350 W. Watt Aug. 25

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDNESS carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.
Hongkong, 25th May, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, THE UNITED STATES, &c.

Belgian King 3,379 about June 20
Thyra 3,812 about July 20

THE Steamship

"BELGIAN KING," will be despatched for KOBE, YOKOHAMA, SAN DIEGO AND SAN FRANCISCO, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan.
Hongkong, 21st May, 1900. [28]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BALLAARAT" Captain C. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 9th June, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.
Hongkong, 26th May, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th June, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th July, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th August, at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 19th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

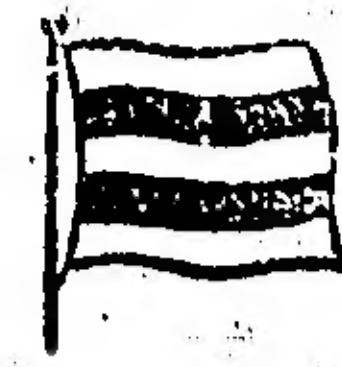
For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 27th May, 1900. [5]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIRAWA MARU M. Takahashi	SHANGHAI, CHEMULPO and NAGASAKI	WEDNESDAY, 30th May, at Noon.
HAKATA MARU F. L. Sommer	MARSEILLES, LONDON & ANTWERP, via STRAITS, COLOMBO and PORT SAID	FRIDAY, 1st June, at Daylight.
*RIOJUN MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE and YOKOHAMA	MONDAY, 4th June, at 4 P.M.
HITACHI MARU G. Anderson	KOBE and YOKOHAMA	FRIDAY, 8th June, at Daylight.
AWA MARU N. Trennt	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	WEDNESDAY, 13th June, at Daylight.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.
Hongkong, 28th May, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.



(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SARNIA Fuchs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	6th June. Freight and Passage.
SAMBIA C. Schmidt	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 23rd June. Freight.
ARMENIA Ostermann	NEW YORK. (via SUEZ CANAL)	About 29th June. Freight.
FREIBURG Proesch	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 6th July. Freight.
WITTENBERG Hempel	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 17th July. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 26th June, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st July, at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 31st instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 9th May, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th June, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 5th July, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 31st July, at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 1st May, 1900. [1]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA, ILOILO AND CEBU.
THE Company's Steamship

"KAIFONG" Captain Pennefather, will be despatched as above TO-MORROW, the 29th instant, at 4 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th May, 1900. [639b]

THE OSAKA SHOSHUN KAISHA, LIMITED.
FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

"ANPING MARU" Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant, at Daylight.
For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 16th May, 1900. [637b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"MEMUR" Captain R. W. Almond, will be despatched as above on WEDNESDAY, the 30th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 25th May, 1900. [681b]

Intimations.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

I am now in a position, in this New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September 1898. 140

**For Nervous
Exhaustion**

**CHAPOTEAU'S
Phosphoglycerate
OF LIME**
The modern restoration
of the nervous system.
For neurasthenia, prostrated
nervousness, general debility,
loss of vitality, sexual
debility, depression of spirits,
and all nervous disorders.
It is a powerful stimulant and
restorative.

**PHOSPHOGLYCERATE SYRUP
(CHAPOTEAU)**
**PHOSPHOGLYCERATE WINE
(CHAPOTEAU)**
**PHOSPHOGLYCERATE CAPSULES
(CHAPOTEAU)**
C. rue Vienne, PARIS-FRANCE

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours:—
GEO. T. HAY, British ship, "Spicer"—Siemssen
& Co.

VISITORS AT THE HONGKONG
HOTEL.

Aitken, Mr. J. H. Levy, Mr. L. A.
Alber, Mr. F. A. Lewis, Mr. A. R.
Angus, Mrs. John Long, Mr. & Mrs. D.
Appley, Mr. and Mrs. M.
G. W. MacGowan, Mr. R. J.
Aubyn, Mr. and Mrs. M. MacGowan, Mr. E.
L. St. MacGowan, Mr. Alex.
Aubyn, The Misses St. McLeod, Mr. & Mrs. E.
(2) Meyer, Mr. E.
Bailey, Mr. W. S. Michelson, Mr.
Barretto, Mr. H. Murphy, Mr. E. O.
Bell, Mr. and Mrs. O. Murphy, Mr. V.
M. D. Parry, Mr. W.
Bindloss, Mr. A. C. Perkins, Mr. F. W.
Blackburn, Com. R. N. Perrin, Mr. T. H.
Brown, Mr. J. W. Playfair, Mr. Mrs. and
Byron, Capt. J. and Miss Sanderson
servant
Carter, Mr. H. B. Reynolds, Mrs.
Clark, Dr. and Mrs. F. Robins, Mr. S. J.
Denroche, Mr. P. C. Roper, Mr. J. M.
Discombe, Mr. G. M. Ross, Mr. S. B. L.
Drum, Miss Schmidt, Mr. B. W.
Eldridge, Mrs. F. H. Stinson, Mr. H.
Ellis, Mr. A. H. Smith, Mr. D.
Fisher, Mr. H. G. C. Smythe, Mr. A. J.
Genge, Mr. Hamilton
Goddard, Capt. Snow, Mr. N.
Grey, Mr. F. Stevens, Mr. G. R.
Hancock, Mr. F. Stevens, Miss
Howard, Mr. Thos. Strauss, Mr. Th.
Hutton, Miss Thresher, Mr. W.
Hutton, Miss Throckmorton, Mrs. &
Jacott, Mr. J. S. Throckmorton, Mrs. &
Jeffreys, Major & Mrs. Waghorn, Mr. G.
Joseph, Mr. and Mrs. Walker, Mr. R. E. E.
E. S. Warfield, Mr. and Mrs.
Kausch, Mr. E. A. Whaley, Mrs. W.
Kiene, Mr. and Mrs. F. Whaley, Miss
Kirkwood, Mr. J. Wild, Mr. and Mrs.
Lacaze, Dr. Bagnall
Lazard, Mr. Woodin, Mr. L. L.

VISITORS AND RESIDENTS AT THE
PEAK HOTEL.

Beattie, Mr. Andrew Mackie, Mr. C. Gordon
Brayne, Mr. H. F. R. Martin, Mr. R.
Bryson, Mr. A. Mitchell, Mr. R.
Carr, Mr. Arthur R. Morris, Major & Mrs.
Dann, Mr. G. H. Newall, Mr. Stuart G.
Ezekiel, Mr. J. S. Oakley, Mr. H. E.
Forbes, Mr. A. Oakley, Miss
Fraser, Lt.-Col. A. R. O'Gorman, Madame
Gompertz, Mr. H. H. Pollock, Hon. H. E.
Grubham, Mr. D. M. Payne, Capt. H. V.
Griffin, Major W. W. Rickmers, Mr. Paul
R. A. Scott, Capt. and Mrs.
Gros, Mr. Edward F. Percy
Hays, Mr. J. Sinclair, Mr. A.
Hindokroper, Mr. Chantrey Stewart, Mr. Murray
Jeffries, Mr. H. U. Stokes, Mr. A. P.
John, Major G. R. St. Thomson, Mr. O. D.
Johnston, Mr. R. F. Tomlin, Mr. G. L.
Lee, Mr. J. E. Watson, Mr. and Mrs.
Lemke, Mr. & Mrs. R. Y. and son

EXCHANGE.

Hongkong, May 28th.
ON LONDON, Telegraphic Transfer 1/11 7/16
Bank Bills, on demand 1/11 1/16
Credits, 4 months' sight 1/11 1/16
D'Iments, 4 months' sight 1/11 1/16
ON BERLIN, (demand) M. 20 1/2
Bank Bills, on demand 1/11 1/16
Credits, 4 months' sight 1/11 1/16
ON NEW YORK, Bank Bills, on demand 1/11 1/16
Credits, 30 days' sight 1/11 1/16
ON BOMBAY, Telegraphic Transfer 1/11 1/16
On demand 1/11 1/16
ON SHANGHAI, Telegraphic Transfer 1/11 1/16
Private, 30 days' sight 1/11 1/16
ON YOKOHAMA, T.T. 1/11 1/16
Sovereigns, Bank's Buying Rate 1/11 1/16
Gold Loan 100 touch, per tael 1/11 1/16
Bar Silver 1/11 1/16
Dollars 1/11 1/16

The Share Market.

LATEST QUOTATIONS.
(May 28th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	325 % premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	21 buyers
The Bank of China & Japan, Limited (Deferred)	£ 1	25.5 buyers
National Bank of China, Ltd.	£ 8	\$27
Do. Founders	£ 1	\$20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$260
China Traders' Ins. Co., Ltd.	\$ 25	\$54
North China Ins. Co., Ltd.	£ 25	Tls. 165
Yangtze Ins. Assoc. Ltd.	\$ 60	\$121
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295
China Fire Ins. Co., Ltd.	\$ 20	\$80
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$304
Indo-China Steam Navigation Co., Ltd.	£ 10	\$91
China S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ord.)	£ 5	\$18
Star Ferry Co., Ltd.	\$ 10	\$18 ex div.
"Shell" Transport & Trading Co., Ltd.	£ 100	£300
Refineries.		
China Sugar Refining Co., Ltd.	\$ 100	\$126
Luzon Sugar Refining Co., Ltd.	\$ 100	\$37
Mining.		
Punjab Mining Co., Ltd.	\$ 7	\$6.20
Punjab Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Pcs. 250	\$300
Quebec Mines, Ltd.	25 cts.	\$4.10
Jebleu Mining and Trading Co., Ltd.	\$ 5	\$122
Raub Altan Gold Mining Co., Ltd.	150.100	\$60
Oliver Freehold Mines, Ltd. A	\$ 5	\$4
Oliver Freehold Mines, Ltd. B	\$ 4	\$31
Great Eastern & Canadian Gold Mining Co., Ltd.	\$ 5	\$0.50
Do. (Preference)	\$ 5	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	400 % premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$864
Wanchai Warehouse & Storage Co., Ltd.	\$ 371	\$54 buyers
New Amoy Dock Co., Ltd.	\$ 64	\$204
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.90
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$126
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$49
Hongkong Hotel Co., Ltd.	\$ 50	\$130
Hamphrey Estate & Finance Co., Ltd.	\$ 10	\$10.75
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$37
Kwo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 65
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 62 1/2
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yukong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$201
China-Borneo Co., Ltd.	\$ 15	\$22
A. S. Watson & Co., Limited	\$ 10	\$16
Watkins, Limited	\$ 10	\$10.50
Hongkong Electric Co., Limited	\$ 10	\$12
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$166
H'kong High-Level Tramways Co., Ltd.	\$100	\$165
Dairy Farm Co., Ltd.	\$ 6	\$64
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos & Cement Agency, Ltd.	£ 1	\$1 buyers
United Asbestos Oriental Ag'cy, Ltd.	\$ 4	\$8
United Asbestos Oriental Ag'cy, Ltd.	\$ 10	\$11
Cannichell & Co., Ltd.	\$ 20	\$8
Tobacco Planting Co., Ltd.	\$ 5	\$5
Tobacco Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rinko."
Telephone No. 144.

OPIUM QUOTATIONS.

Hongkong, May 28th.

New Patna	955	per chest
Old Patna	1,080	"
Old Benares	1,080	"
Old Benares	1,080	"
Old Malwa	910/950	per picul
Persian, paper tied	920/925	"

VESSELS IN PORT.		
Steamers.		
AVR, British steamer, 1,955, W. H. Gibson, 25th May—Kutchinotzu 20th May, Coal—General—A. R. Starry.		
BENALDER, British steamer, 1,959, C. B. McIntosh, R.N.R., 26th May—Singapore 20th May, General—Gibb, Livingston & Co.		
CHOWFA, British steamer, 1,955, J. Williamson, 25th May—Bangkok 18th May, Rice and Wood—Yuen Fat Hong.		
DEGMA, German steamer, 2,791, C. Christiansen, 26th May—Canton 25th May, General—Sander, Wieler & Co.		
DEWONGSE, British steamer, 1,957, R. Curtis, 17th April—Saigon 13th April, General—Yuen Fat Hong.		
GUTHRIE, British steamer, 1,494, W. G. McArthur, 21st May—Sydney 24th April, Newcastle 26th, Thursday Island 4th May, and Manila 18th, General—Gibb, Livingston & Co.		
HUE, French steamer, 701, P. Merlees, 9th May—Haiphong and Hoihow 8th May, General—A. R. Starry.		
INDEPENDENT, German steamer, 871, A. Hantz, 12th April—Sanurung 21st April, General—Sander, Wieler & Co.		
KAIFONG, British steamer, 1,924, G. H. Pene, father, 23rd May—Hoihow 19th May, Hemp and Sugar—Butterfield & Swire.		
KUNSAW, British steamer, 2,078, G. Payne, 23rd May—Singapore 17th May, General—Jardine, Matheson & Co.		
MAUSANI, British steamer, 1,644, J. Kynock, 24th May—Sandakan 18th May, Timber—Jardine, Matheson & Co.		
MENKUBA, British steamer, 1,286, R. W. Almond, 26th May—Manila 23rd May—Sugar, Hemp and General—Shewan, Tomes & Co.		
NIPPON MARU, Japanese steamer, 6,060, J. F. Allen, 24th May—San Francisco 25th April, Honolulu 2nd May, Yokohama 16th, Kobe 17th, Nagasaki 19th, and Shanghai 21st, Mails and General—P. & O. S. N. Co.		
PAKHOT, British steamer, 1,248, C. C. Williams, 25th May—Tongku 18th May, Groundnuts—Butterfield & Swire.		
PHRA NANG, British steamer, 1,921, A. S. Alder, 26th May—Bangkok 14th May, General—Butterfield & Swire.		
ROSSALL, British steamer, 1,751, C. Glenfield, 24th May—Onra (Japan) 14th May, Coals—Order.		
SULTAN VON LANGKAT, British steamer, 1,480, A. Blomberg, 25th May—Singapore 17th May, Oil—Meyer & Co.		
TAIYUAN, British steamer, 1,459, R. Nelson, 26th May—Melbourne 13th Feb, Sydney 27th, Townsville 3rd Mar, Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General—Butterfield & Swire.		
TATEYAMA MARU, Japanese steamer, 1,644, M. Torano, 26th May—Yokohama 21st May, Coal—Mitsui Bussan Kaisha.		
TSURUGISAN MARU, Japanese steamer, 2,559, Narasaki, 21st May—Kutchinotzu 13th May, Coal—Mitsui Bussan Kaisha.		
WHAMPOA, British steamer, 1,109, P. Garriock, 24th May—Java Ports 15th May, Sugar—Butterfield & Swire.		

Sailing Vessels.		
ABNER COBURN, American ship, 878, B. P. Colcord, 14th May—Maj 18th April, Coal—Chinese.		
ESMERALDA, British schooner, 130, J. T. Harrison, 14th April—Guam 20th March, General—Jardine, Matheson & Co.		
FRANZ, Danish bark, 358, Pedersen, 23rd April—Barry 31st Oct. 1899, and Anjer 12th Feb., Coal—E. A. Trading & Co.		
GEO. T. HAY, British ship, 1,047, Spicer, 30th Mar.—Manila, (P. L.) Mar., Ballast—Siemssen & Co.		
PASSEPARTOUT, Norwegian bark, 314, L. Gandersen, 22nd May—Fremantle 15th March, Sandelwood—Order.		
TAN O'SHANPER, American ship, 1,432, Ballard, 16th May—New York 6th Jan., Kerosine—Standard Oil Co.		
W. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar.—New York 28th Sept., Kerosine Oil—Standard Oil Co.		

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.		
Hongkong, May 28th, 1900.		
Acheron, despatch vessel, 1,700 tons, 10 1/2 p.m., 4 p.m., 1,000 h.p., Commander G. G. F. M. Cradock, Wei-hai-wei.		
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. R. H. J. Stewart, Nagasaki.		
Ayora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Japan.		
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warrender, Wei-hai-wei.		
Benbow, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Commander A. H. Smith-Dorrien, R.N., Manila.		
Brit, British cruiser, 1,770 tons, 6 guns, 6,000 h.p., Commander Sir Bouches Wrey, Bart, Singapore.		
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Shanghai.		
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. W. Ingham-Ingram, Canton.		
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Japan.		
Eis, coast defence gunboat, 363 tons, 3 guns, 3,500 h.p., Lieut.-Comdr. C. Chadwick, Ichang.		
Fant, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut.-Com. W. J. Keyes, Hongkong.		
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.		
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.		
Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.		
Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Camming, Shanghai.		
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Dawson, Wei-hai-wei.		
Linet, gun-vessel, 2,160 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smyth, Singapore.		
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Wei-hai-wei.		
Powder, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. P. R. Coode, Shanghai.		
Phaia, British gunboat, 1,015 tons, Comdr. R. G. Fraser, Shanghai.		
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Philippines.		
Pique, twin screw, and class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Singapore.		
Plouer, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cooper, Hongkong.		
Redpole, British gunboat, 855 tons, Lieut.-Com. C. F. Corbett, Hongkong.		

Robn British river-gunboat, 2 guns, Lieut. Com. G. G. Webster, on the West River.
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, C.B., Hongkong.
Terrible, British river-gunboat, 2 guns, 2,500 h.p., Captain Percy Scott, C.B., Hongkong.
Twent, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. D. Roper, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Wei-hai-wei.
Waterwitch, surveying vessel, 620 tons, Lieut.-Commander W. O. Lyne, Ningpo.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 h.p., Lieut.-Comdr. E. Kelly, Hongkong.
Wiver, coast defence ship, 2,750 tons, 4 guns, 1,200 h.p., Hongkong.
Woodcock, British river-gunboat, 2 guns, 550 h.p., Lieut.-Comdr. Watson, on the Yangtze.
Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.
Presidente Sarmineto, Argentine cruiser, 2,850 tons, Capt. Debeder, Manila.
Zaire, Portuguese gunboat, 600 tons, Captain Fontc, Hongkong.
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Moutalm, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 30 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Alceus, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Kikisky, at Nagasaki.
Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,500 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shchegolev, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Nagasaki.
Gremiatzky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.
Koryetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandoury, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yanish, at Nagasaki.
Nayev, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otuzny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprioff, at Nagasaki.
Petrovskoy, Russian battleship, 12,000 tons, Capt. Grevalis, at Japan.
Rosiz, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domogiroff, at Nagasaki.
Rozhynsky, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 38 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Silutsk, Russian gunboat, 4 guns, 1,200 h.p., Capt. Rabinoff, at Nagasaki.
Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Nagasaki.
Sivuchik, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Swaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19 1/2 knots.
Vladimir Monakhov, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Mouchousky, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 11 guns, twin screw, 1,500 h.p., Capt. Rogulian, at Nagasaki.
Zabitski, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkhruff, at Nagasaki.
(1st and 2nd class.)
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichki, Russian torpedo boat, 87 tons, 1 gun, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 1 gun, 2,000 h.p., 22 knots.
Podorozhnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sirsk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Scherbin, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skotcheda, Russian torpedo boat, 87 tons, 1 gun, 970 h.p., 19 knots.
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strasser, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungury, Russian torpedo boat, 140 tons, 1 gun, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.
(SEA GOING.)
Bozge, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 2 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
† Flagship of Vice-Admiral Alexeieff.
† Flagship of Rear-Admiral F. V. Dubossoloff.
† Flagship of Rear-Admiral Rennebuff.

THE FRENCH SQUADRON.
Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 12 guns, 13,500 h.p., Capt. de Marolles, at Japan.
Decartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Philibert, Japan.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Kwang-chow wan.
Kersaint, 3rd class cruiser, 1,300 tons, 10 guns, 2,200 h.p., Capt. de la Motte d'Arsonval, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Hongkong.
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Yokohama.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Morneil, at Saigon.
* Flagship of Vice-Admiral Courtejoillas.